A;rcraftii phased out by Air India

*315. SHRI VIREN J. SHAH:
SHRI PRAMOD MATHAJAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the details of old aircraft which have been phased out by Air India during the year 1994 and so far in; 1995 as part of its modernisation programme;

(b) what is the present condition of the aircraft which have not so far been phased out and by when there are likely to be phased out ;

(c) when each of the aircraft mentioned in parts (a) and (b) above, were purchased and at what cost;

(d) what are the details of aircraft which joined the airlines fleet in 1994 and which are likely to join during the year 1995-96 and what is the cost of each such aircraft and what is the present number of aircraft in the airlines fleet: and

(e) what are the details of the Air India's modernisation plan and the estimated expenditure involved and how far this scheme has so far been implemented and at what cost?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b): During 1994 and 1995 Air India has not phased out any aircraft, All the existing aircraft in the fleet of Air India are airworthy. It is not possible to indicate at this stage the precise time table or phasing out of aircraft, which mainly depends on the induction of new aircraft into the fleet.

(c) and (d): Nine Boeing 747-200 (older version) aircraft in Air Indin fleet were acquired between the years 1971 to 1987. with cost ranging between Rs. 17 to 60 crores per aircraft A-30O-B4 aircraft were acquired in 1982 with an average cost of Rs. 51 crores each; two B-747-30O (combi) air craft were acquired in 1988 with an average cost of Rs. 153 crores each. Eight A-310-300 aircraft were inducted between 1986 and. 1990, with, an average cost ranges between 53 to 55 crores per aircraft. Four Boeing 747-400 aircraft have joined the fleet of Air India in August, November, December, 1993 and June, 1994. The average cost of these aircraft was *$* 137 million (approx.) and no aircraft is due for delivery during 1995-96.

(e)A medium term fleet plan of Air India covering period 1994-95 to 20011 2002 has been drawn up which envisages increase of fleet strength from the existing 26 aircraft to 54 aircraft by the year 2001/2002

Misuse of House loan by employees of State Bank of Indore

*316. DR. BAPU KALDATE:
SHRI GOVIND RAM MIRI:

Will the Minister of FINANCE be pleased to refer to the answer to Unstarred Question No. 1099 given in Rajya Sabha on the 21st March, 1995 will state:

(a) whether the actual amount of loan sanctioned to each of 12 emloyees of the Delhi branches of the State Bank of Indore, for the construction of houses at originally proposed places was constructed in each case, if not7 the place where the house has been constructed;

(b) whether it is a fact that the work relating to the actual inspection of the House, constructed by taking loan Has since been completed and audited by the Internal Auditors of the Bank:

(c) if so, since when;

(d) whether the internal audit-, ors have actually inspected the built-up houses in all the cases and given report with regard to their construction in approved colonies on legally purchased plots by total utilisation of the advances; and

(e) whether all the conditions stipulated in these cases have been fulfilled?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI M.V. CHANDRASHEKARA MURTHY): (a) Of the 12 loans sanctioned at New Delhi branches of State Bank of Indore for housing loan to its employees between 1-1-90 and 31.12.94, the bank has reported that the loans have been availed by 11 of the 12 employees The loan sanctioned to one employee in lune 1991 has not been availed of Of the remaining 11 employees the position is as follows:

(i) Possession obtained/con truction completed	5 Cases
(ii) Flat/house yet to be allotted by Govt. agencies . . .	2 cases
(iii) Construction work in progre s/incomplete	3 cases
(iv) Construction not a s per plan . . .	1 case

The bank has further certified that in all the above cases the construction has taken place|being done at the Particular sites for which they were sanctioned.

(b) to (d) The bank has reported that in 7 of the 11 cases, the inspections have been carried out by bank officials. In four cases where the houses/flats have been/are being constructed" by the Government agencies builders, inspections have not been done. The inspections are being carried but generally by the branch officials at various stages of construction.

(e) According to the bank, the conditions stipulated in the housing loan cases in respect of 10 of the 11 employees have been generally ful-fil led.

Hydel Power Project on Jhelum *in* Baramulla

*317. SYED SIBTEY RAZI: Will the Minister of POWER be pleased to state:

(a) whether Government propose to commission 580 MW Hydel Power Project on Jhelum river in North Kashmir District of Baramulla in 1996 despite several setbacks;

(b) whether the project is likely to cost Rs. 1500 crores;

(c) whether the project is spread over an area of 35 Kms;

(d) whether the project sits has been visited by media persons of UNI in recent past;

(e) whether the work on the project is going on round the clock despite heavy snow-fall in the Valley and frequent closure of Srinagar-Jamtnii National Highway;

(f) whether Government propose to reward suitably the working personnel of the project in, case the target for commissioning of project is achieved for their sense of dedication and devotion; and

(g) it so, the details thereof and if not, the reasons therefor?

THE MINISTER OF POWER (SHRI N. K. P. SALVE): (a) The 4x120 MW Uri Hydro-electric Project across river Jhelum in Baramulla District of